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ON TRAINS AND NEWS STANDS, FIVE CENTS

CAMPAIN FOR BETTER PAVED AND CLEANER STREETS IS URGE BY MAYOR HARRY LANE

IMPROVEMENT CLUBS AND COMMERCIAL BODIES ACT

Mayor Lane has inaugurated a campaign for good streets. The mayor intends to ask all loyal citizens to cooperate with him in making Portland the best paved city in the west.

Tonight City's Executive Will Address Organizations and Ask the Property Owners to Consult With Councilmen

Portland has outgrown her streets. The day of plank roads, of macadam highways worn down into ruts and mud holes, of pavings that were worn out long ago, is past and done with.

And now Mayor Lane and the east side improvement clubs and the commercial bodies of the city as a whole are going to unite in one big, long pull to see that the streets of Portland are regraded, paved with lasting materials and made suitable for a city of 200,000 inhabitants.

Tonight the mayor will address the improvement clubs of good streets and will place the matter before them, asking them to act upon their councilmen.

It is a matter of civic pride, something for the greater good of the greater Portland that the city's streets should be put into proper condition, that the paving should be extended so as to reach those who are now practically isolated during a portion of the year, and that the paving already laid should be improved and kept up to as high a grade as is any other matter that touches the public pride.

Portland has some good streets, streets that any city in the country might be proud of. But there are others that would be a disgrace to Chicago. There are streets that in rainy weather are so filled with mud and water that they are impassable except for ruffs.

EASTERN WOMEN HELPLESS DOLLS

Washington Girls Sneer at Pretty Sisters Who Cannot Round-Up Cows.

(United Press Leased Wire.)

Chicago, Sept. 25.—Under escort of Editor Philip Bates of Portland, 10 Washington state girls, who are booming the Pacific northwest has arrived here. They declare that after studying eastern life, the western girls are superior to the easterners in manners, but not in dress, and that eastern women are "effeminate dolls who are unable to rope ponies or round-up cows."

The easterners and westerners have their qualities, but from a woman's point of view a westerner is more desirable. The easterner thinks woman his inferior, while the westerner regards her as his superior.

O'MARA ARRAIGNS DELMAS

Detective Declares Lawyer's Vanity and Desire to Hear Himself Talk Lost Thaw Case—Will Resign if San Francisco Man Is Retained.

(United Press Leased Wire.)

Pittsburg, Sept. 25.—"If Delphin M. Delmas is retained in any capacity in the coming trial of Harry Thaw I will sever all connection with the case. I will not allow the chances of the son of my old friend, William Thaw, to be jeopardized by his retention."

So declared Roger O'Mara, the detective, who has returned from a three-months' search through Europe for evidence favorable to Thaw. O'Mara said: "Attorney Littleton of Brooklyn will

business, increasing a hundred-fold, the heavy traffic on the streets has worn them out.

They were country-town pavements, not built with the expectation of such usage as the city's commerce has necessarily subjected them to.

Under existing conditions the city purchases its paving material, a large part of it, from a company which controls the output of quarries near Portland in one big, long pull to see that the streets of Portland are regraded, paved with lasting materials and made suitable for a city of 200,000 inhabitants.

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MAYOR HARRY LANE, WHO IS URGING A CAMPAIGN FOR WELL-PAVED STREETS.

HERRIN FORCES GOULD OUTWIT

Sacramento Board of Trustees Votes Against Western Pacific.

(Pacific Coast Press Leased Wire.)

Sacramento, Cal., Sept. 25.—Amid catcalls and the hisses of several hundred citizens, the board of trustees adjourned this morning at 2 o'clock, after voting 5 to 4 to keep the Western Pacific out of the city.

When it had refused the Gould road franchise, and thus practically decided that the board at least did not want the road, the trustees by a vote of 8 to 1 decided to put the matter up to the people to vote upon at a special election October 22.

Without doubt the people will vote in favor of the Western Pacific franchise when it comes up to them at the special election. For years Sacramento has been politically dominated by the Southern Pacific through W. J. Herrin, and the voters welcome this opportunity to free themselves from the railroad's yoke.

The Western Pacific, which is a branch of the Gould system running from Salt Lake to Oakland, logically passes through this city. The action of the board of trustees in voting against the franchise is regarded as a move to protect their own interests with "Boss" Herrin.

SMALL YOUTH IS DARING BURGLAR

Fourteen-Year-Old Boy Confesses to Two Hundred Robberies.

(Pacific Coast Press Leased Wire.)

New York, Sept. 25.—Entirely calm, Edward Bridgeman, 14 years, old, confessed today that he has committed 200 robberies since August 5 last—about four a day on an average.

Young Bridgeman said, too, that he always worked in daylight and passed his nights with his parents at his home in Brooklyn. This explains why his mother, utterly ignorant of his wrong doings, protested that "Edward is a good boy." The boy pleaded guilty in the children's court today.

DELMAS WILL ASSIST THAW TO FIGHT CASE

(Pacific Coast Press Leased Wire.)

Chicago, Sept. 25.—Delphin M. Delmas of San Francisco spent Tuesday in Chicago, on his way to New York, where he will consult with Harry Thaw regarding his new trial.

GALLAGHER GAVE COUNSEL TO A RUEF

Ex-Supervisor Says Ford Gave Him Bulky Bundle to Be Handed to Curly Boss—Juror Asks Questions.

Witness Declared He Had Taken Dinner at Carbars With Calhoun—Rogers' Cross-Examination Brings Out Admissions.

(Pacific Coast Press Leased Wire.)

San Francisco, Sept. 25.—When the trial of T. L. Ford, accused of bribing Thomas Loneragan when the latter was a member of the board of supervisors to vote in favor of granting the United Railroads an overhead franchise, was resumed this morning, James L. Gallagher, also ex-supervisor and one-time acting mayor, who admits having passed the bribe-money, resumed the stand for cross-examination by the defense.

The usual crowd was present, and when the proceedings began every seat in the courtroom was occupied and many spectators stood in the aisles.

Before the cross-examination of Gallagher began, the case of Abram Detweiler, the fugitive official of the Home Telephone company was called and continued for one week. Gallagher was then called to the stand.

"After the passage of the overhead ordinance, did you meet T. L. Ford?" was the first question asked by Prosecutor Heney.

Gallagher stated that he had met Ford several times in regard to various matters, and upon one occasion had been given a bulky envelope by Ford to be delivered to Abe Ruef; also a note to the effect that the grand jury was threatening to cause trouble, and that the next plan would be to lay traps for the superior and appellate bench.

"The note was not signed by Ford, and he could not swear that he had written it."

Juror Asks Questions. Juror Chase again interrupted the proceedings by wishing to know where Loneragan had laid his pocketbook when he had received the \$2,000.

"How did you give it to him? Did you call his attention to it?" Chase asked.

"I intended to but I could not swear to it."

"What kind of an envelope was it?" an ordinary juror asked.

"Are you in the habit of giving away \$2,000 without speaking about it?" asked the juror.

"Oh, once in a while," replied Gallagher, and he was turned over to Attorney Rogers.

Rogers inquired into his legal standing and elicited the fact that Gallagher had served for several months as city and county attorney, and that he had at one time been a nominee for both the superior and appellate bench.

Rogers also probed into his expulsion from the Native Sons and his expulsion from the Pershing club, and the perspiration to the witness' brow as he was forced to relate of the affairs leading up to his expulsion.

"You testified yesterday that you had stated that you thought the passing of the franchise to be a good thing?"

"You thought it was a good thing even if unenforced by any financial consideration?"

"I did."

Rogers then went into a long discourse upon the condition of the United Railroads after the fire and how necessary it was to rehabilitate the system.

Gallagher here stated that when he visited Patrick Calhoun at the carbars he merely did so to take lunch with the street railway magnate. Considerable merriment was caused by Juror Chase inquiring if Heney had ever taken lunch at the carbars during those strenuous times.

"Now, Mr. Gallagher," inquired Rogers, "do you think this ordinance could have been passed without the expenditure of a dollar by anybody?"



NORMAN M. RUEF, UNITED STATES DISTRICT ATTORNEY FOR IDAHO, WHO HAS CHARGE OF THE LAND FRAUD PROSECUTION AT BOISE.

PROSECUTION CALLS GOODING TO STAND

J. T. Morrison, Former Governor of Idaho, Also Expected to Give Testimony Against Steunenberg—Conversations Relative to Land Frauds.

(United Press Leased Wire.)

Boise, Ida., Sept. 25.—Two men who have held the position of chief executive of Idaho will be called to the witness stand during the trial of Senator Borah.

These two men are C. F. Gooding, present governor, and former Governor J. T. Morrison and they are expected to give damaging testimony against the late Governor Frank Steunenberg.

Governor Gooding will be asked to detail a conversation with Steunenberg in which the latter tried to interest him in the alleged land fraud operations.

Former Governor Morrison is expected to tell of an alleged attempt of the Barber company through Steunenberg to prevent him from filing on lands which the lumber company wanted to secure.

MONTH OF SLEEP ENDS IN DEATH

Mrs. Rosie Roder Lies in Coma Thirty-four Days Before Expiring.

(Pacific Coast Press Leased Wire.)

Los Angeles, Sept. 25.—After an almost unbroken sleep of 34 days Mrs. Rosie Roder died late Tuesday. For only a few brief moments in all that time was there any evidence of awakening consciousness. Then she muttered unintelligible sounds. The case puzzled many physicians.

Mrs. Roder, who was 42 years old, was the wife of John Roder. She had never before been ill. On the night of August 21 she retired apparently in good health. That night her husband was awakened by a strange cry from the baby. Hastening to their bedside, Roder found his wife unconscious. All efforts to arouse her proved futile. He called a physician at once and later several others were summoned. All were baffled by the strange malady. The woman partially revived for a short time two weeks after she was stricken, but she quickly relapsed again into the coma.

AMERICANS INJURED IN WRECK IN FRANCE

(United Press Leased Wire.)

Nantes, France, Sept. 25.—Several Americans are reported to have been seriously injured in a collision on the main line of the Paris-Cherbourg railroad today when the Cherbourg express from Paris crashed into a special train carrying transatlantic passengers just beyond the Breval tunnel. The special was telescoped and 15 passengers were injured, some perhaps fatally.

CITY FACES WORST KIND OF FAMINE

Fuel Supply in Portland Will Be Exhausted Early This Winter—Prices Already Beginning to Touch Prohibitive Figure.

Wood Companies Alleged to Be in Combine—This Is Denied and Railroads Are Blamed for Refusing to Deliver Needed Cars.

(United Press Leased Wire.)

Portland is staring a fuel famine in the face, according to all those who deal in wood or try to buy it. Those who pose as the common people say the deplorable condition of affairs is the fault of the fuel combine or the wood trust and that these barons are holding back the supply in order to create a great demand and thus give some excuse for the boosts in price which are expected to occur now with the regularity of the clock's tick.

Those who are posed as the wood trust, but who deny the charge, say that the fault lies not with them but with the transportation companies. This is where the whole affair lies, the wood dealers contend, and they back up their complaints with vigorous denunciation and illustration.

District Makes Difference. Let the fault lie where it will, the fact remains that Portland people are up against what promises in every way to be a real fuel famine. At the present time the Banfield-Vessey Fuel company is quoting wood at the mills at \$4.75 a cord for short dry wood, \$4.50 a cord for four-foot slabs, \$3 a cord for short green slabs and \$3 a cord for four-foot green slabs.

These foregoing are about the prices that are asked by all the dealers for wood at the mills, or in what is known to the business as the "first district." This price differs with the location of the different fuel companies and includes a district of not very great size with the point of supply as the center.

Outside of this first district it becomes necessary to pay more for wood according to the added length of the haul.

Copwood, according to the figures of Churchill Bros., is now selling for \$5.50 in four-foot lengths and \$7 in stove lengths. This is in a district bounded by Russell street and the fair grounds on the north, Twenty-second street on the west, Jefferson on the south and East Twelfth on the east. Outside of these boundaries cartage is added to the figures ranging in amount from 25 cents to \$1 a cord, according to the distance to be hauled.

Coal Also Soaring. Coal is way up in the air with the Australian coal about the only thing to buy. This costs \$12 and up to \$14 a ton and the winter net yet started in. The product, too, is inferior to the Rock Springs coal which was formerly sold in Portland for \$5 a ton, but which can not be bought at this time.

(Continued on Page Two.)

BONDS BECOME BANK ASSET

Sale of United Railways to Seattle Capitalists Places Securities Held by Oregon Savings on Sound Basis Again—Will Operate Within 60 Days.

(United Press Leased Wire.)

Arrangements have been completed by which the Oregon Trust and Savings bank's interest of \$105,000 in the United Railways company is made a substantial asset worth its face value. The bank invested \$75,000 in that amount of bonds of the road, and granted an overdraft of approximately \$30,000 for construction purposes. The bonds draw a per cent interest, and the overdraft pays 8 per cent.

A sale of the controlling interest in the road has been effected to W. D. Hoffus and Moritz Thomsen, and their associates in Seattle, and they have assumed liability for the overdraft. There has been more than \$350,000 expended in construction of the road, and men amply able to finance its completion are now behind the enterprise, which makes the bonds rank among the best industrial securities on the coast.

In the opinion of practical business men who have been familiar with the project from its inception, the system will pay from the beginning of its operation. Hoffus and Thomsen are said to have paid \$150,000 for their stock in the concern, and practically all of this amount was invested in the project on terms that provided that the money should go into construction. All necessary funds are being steadily advanced rapidly.

The city lines will be completed and in operation within the next 60 days. The construction work is the most substantial character of any electric railroad in the city. The tracks are laid in solid concrete in the business district, and the rails are extremely heavy and of the most approved pattern.

UNCLE SAM LOSES TWO TARS IN BAY

(United Press Leased Wire.)

San Francisco, Sept. 25.—Search of the bay for the bodies of two sailors from the cruiser St. Louis, who were drowned off Angel Island late Tuesday while participating in an "abandon ship" drill, was resumed this morning, but met with no success.

Springing to the davits to lower a boat in response to a command to abandon ship, the sailors fell overboard and were drowned in the presence of Admiral Swinhoe, who was making the regular admiral's inspection at the time.